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wiring which is carried through wooden bulkheads, partitions, etc.

[CGFR 51-11, 16 FR 3218, Apr. 12, 1951, as amended by CGFR 52-43, 17 FR 9543, Oct. 18, 1952; USCG-1999-6216, 64 FR 53228, Oct. 1, 1999]

§ 167.40-5 Alarm bells.

All nautical school ships over 100 gross tons shall have all sleeping accommodations, public spaces, and machinery spaces equipped with a sufficient number of alarm bells so located as to warn all occupants. The system shall operate from a continuous source of electric energy capable of supplying the system for a period of at least 8 hours without being dependent upon the main, auxiliary or emergency generating plants. Each bell shall produce a signal of a tone distinct from that of other bell signals in the vicinity and shall be independently fused, with each of these fuses located above the bulkhead deck. The bells shall be controlled by a manually-operated contact maker located in the pilothouse. The characteristics of the contact maker shall be such that it possesses:

- (a) Positive contact;
- (b) Watertightness (when located in open spaces subject to weather);
- (c) Means whereby its electrically open or closed position can be determined by sense of touch;
- (d) Means to affect a make-or-break circuit for signaling; and
- (e) Self-maintaining contacts.

§ 167.40-7 Voice tubes, telephone, and telegraph systems.

(a) Each nautical school ship shall be fitted with an efficient means of communication between the pilothouse and engine room. This may be by bell signals with voice tubes, telephone, or telegraph systems.

(b) A voice tube or telephone system between the radio room and the navigating bridge shall be provided when the nautical school ship is equipped with a radio installation.

(c) A voice tube or telephone system between the pilothouse and emergency steering station shall be provided when the nautical school ship is equipped with an emergency steering station.

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§ 167.40-20 Deep-sea sounding apparatus.

Nautical school ships shall be equipped with an efficient or electronic deep-sea sounding apparatus. The electronic deep-sea sounding apparatus required shall be installed, kept in working order, and ready for immediate use.

[CGFR 58-10, 23 FR 4686, June 26, 1958, as amended by CGD 75-074, 42 FR 5964, Jan. 31, 1977; CGD 95-027, 61 FR 26010, May 23, 1996]

§ 167.40-25 Signaling lamp.

Nautical school ships of over 150 gross tons shall be equipped with an efficient signaling lamp. This lamp shall be permanently fixed above the bridge and equipped with a Fresnel lens and high-speed bulb, operated by a weather-proof key, fitted with a suitable condenser. The lamp shall be so connected that it can be operated from the normal source of the nautical school ship's current, the emergency source, and other emergency batteries if provided.

§ 167.40-30 Guards and rails.

On nautical school ships all exposed and dangerous places, such as gears and machinery shall be properly protected with covers, guards, or rails, in order that the danger of accidents may be minimized. On nautical school ships equipped with radio (wireless) the lead-ins shall be efficiently incased or insulated to insure the protection of persons from accidental shock. Such lead-ins shall be located so as not to interfere with the launching of lifeboats and life rafts.

§ 167.40-40 Radar.

All mechanically propelled vessels of 1,600 gross tons and over in ocean or coastwise service must be fitted with a marine radar system for surface navigation. Facilities for plotting radar readings must be provided on the bridge.

[CGFR 75-074, 42 FR 5964, Jan. 31, 1977]

§ 167.40-45 Magnetic compass and gyrocompass.

(a) All mechanically propelled vessels in ocean or coastwise service must be fitted with a magnetic compass.

(b) All mechanically propelled vessels of 1,600 gross tons and over in ocean or

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coastwise service must be fitted with a gyrocompass in addition to the magnetic compass.

(c) Each vessel must have an illuminated repeater for the gyrocompass required under paragraph (b) of this section that is at the main steering stand unless the gyrocompass is illuminated and is at the main steering stand.

[CFD 75-074, 42 FR 5964, Jan. 31, 1977]

Subpart 167.43—Work Vests

SOURCE: CGFR 59-22, 24 FR 4962, June 18, 1959, unless otherwise noted.

§ 167.43-1 Application.

(a) Provisions of this subpart shall apply to all vessels inspected and certificated in accordance with this subchapter.

§ 167.43-5 Approved types of work vests.

(a) Each buoyant work vest carried under the permissive authority of this section must be approved under—

- (1) Subpart 160.053 of this chapter; or
- (2) Subpart 160.077 of this chapter as a commercial hybrid PFD.

[CGD 78-174A, 51 FR 4351, Feb. 4, 1986]

§ 167.43-10 Use.

(a) Approved buoyant work vests are considered to be items of safety apparel and may be carried aboard vessels to be worn by crew members when working near or over the water under favorable working conditions. They shall be used under the supervision and control of designated ship's officers. When carried, such vests shall not be accepted in lieu of any portion of the required number of approved life preservers and shall not be substituted for the approved life preservers required to be worn during drills and emergencies.

§ 167.43-15 Shipboard stowage.

(a) The approved buoyant work vests shall be stowed separately from the regular stowage of approved life preservers.

(b) The locations for the stowage of work vests shall be such as not to be easily confused with that for approved life preservers.

§ 167.43-20 Shipboard inspections.

(a) Each work vest shall be subject to examination by a marine inspector to determine its serviceability. If found to be satisfactory, it may be continued in service, but shall not be stamped by a marine inspector with a Coast Guard stamp. If a work vest is found not to be in a serviceable condition, then such work vest shall be removed from the vessel. If a work vest is beyond repair, it shall be destroyed or mutilated in the presence of a marine inspector so as to prevent its continued use as a work vest.

§ 167.43-25 Additional requirements for hybrid work vests.

(a) In addition to the other requirements in this subpart, commercial hybrid PFD's must be—

(1) Used, stowed, and maintained in accordance with the procedures set out in the manual required for these devices by §160.077-29 of this chapter and any limitations(s) marked on them; and

(2) Of the same or similar design and have the same method of operation as each other hybrid PFD carried on board.

[CGD 78-174A, 51 FR 4351, Feb. 4, 1986]

Subpart 167.45—Special Fire-fighting and Fire Prevention Requirements

§ 167.45-1 Steam, carbon dioxide, Halon 1301, and clean agent fire extinguishing systems.

(a) *General requirements.* (1) Nautical school ships shall be provided with an inert-gas fire-extinguishing system when required.

(2) All nautical school ships carrying combustible cargo in the holds, between decks, or other closed cargo compartments shall be equipped with means for extinguishing fire in such compartments by the use of any inert-gas fire-extinguishing system approved by the Coast Guard or Navy. However, in specific cases where by reason of the design, such compartments are normally accessible and considered to be part of the working or living quarters,